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small *Globigerina* shells from any ridges. Still, there may be other explanations of the facts.

Mixed up with these stones is a remarkably large number of cinders from steamers. If steamers using coal should some day be superseded by vessels using some other kind of fuel, then the deposits in the North Atlantic would have a layer which might be called the coal-fuel layer. On the other hand, if the coal-cinders and these glaciated rock-fragments are now lying together on the floor of the ocean, geologists may in the remote future find proofs in these layers that man and steamers existed in the glacial period.

I have referred to only a few of the results and observations taken during this four months' cruise. When published in detail these will form a substantial addition to knowledge, and it is in my opinion almost certain that they will lead to other and more extensive explorations of the same nature in the immediate future.

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## MACQUARIE ISLAND AND ITS ROBINSON CRUSOE

The chief results of the voyage of Capt. J. K. Davis, on the *Nimrod* (May-July, 1909), under instructions from Lieut. Shackleton to try to locate certain islands in the South Pacific, shown on the charts, were reported in the *Bulletin* (Nov. 1910, p. 852). His full report on this voyage appears in the *Geographical Journal*, (Vol. 36, pp. 696-703). From this account is reproduced here Capt. Davis's description of Macquarie Island, and the solitary white inhabitant he found there. He says:

"About 545 miles from the southern extremity of New Zealand lies Macquarie Island. Capt. Hasselborough, of the brig *Perseverance*, landed there in 1809, but as he saw the remains of a wreck on the coast, it may have been visited by some navigator at an earlier date. Lying as it does in a north-east and south-west direction for a length of over 20 miles, it forms a huge breakwater exposed to the full force of the prevailing westerly winds. It is a mountain ridge rising from a considerable depth. We found a depth of 300 fathoms about half a mile from the eastern shore, shoaling rapidly as we approached the land to 40, 10, 8 fathoms. The southeast side is, for some miles, a precipitous cliff about 200 feet high, broken here and there by watercourses coming down from the plateau behind.

The plateau has an average height of about 500 feet at the southern end of the island, but there is one peak rising to a height of at least 1,800 feet. From our anchorage in Lusitania Bay, we could see the slopes (covered with green coarse grass) rising abruptly from the line of surf, and we could hear the squeaking of the king penguins and the grunting of the sea-elephants. The latter spend much of their time asleep in the long grass close to the water.

"We lowered a boat, and, after some adventures in the surf, a landing was effected. There we found the remains of two huts—both in a wretched condition, dating back to the days of the sealers; but now all was deserted and desolate. The low ground was swampy and covered with long coarse grass. The patches of swamp were filled with dense masses of vegetation, like bog mosses, but which, as I have been informed, may be dwarfed flowering plants. Two small microscopic animals have been found in this "moss"—these are known as "Water-bears" (*tardigrada*), their feet resembling those of bears. It is a curious fact that one of these is known in South Africa, North Island in New Zealand, and in Fifi—all *warm* climates.

"Not far from the huts were numbers of sea-elephants—huge unwieldy creatures, some 25 feet long; the larger ones appear formidable but they are not dangerous. The penguin rookery was on a small eminence. A number of young birds, about three weeks old, were huddled together, while the parents formed a circular line of defence and vigorously opposed any attempt on our part to approach the line too closely. We spent some time collecting specimens, which were brought safely on board. The following day we steamed along the coast to the northward, and at 3 P. M. we were approaching Nugget Point—a curious reef of pinnacle rocks, from which observations for latitude and longitude (with sextant and artificial horizon) have been taken by Captain Blackburn for the New Zealand Government.

"When fairly close to the shore, we could make out two huts, and we could see the figure of a man standing at the door of the smaller one. We anchored close to the shore, and a boat was lowered amid great excitement. There was a big surf, but our friend, after pointing to the best landing-place, walked into the water and assisted in beaching the boat. We learned that this solitary stranger had spent three months alone on the island. He had arrived as an oilman on board a small schooner which visits the place once a year to collect sea-elephant oil. On the last occasion, when the ship was ready to sail, MacKibben announced his intention of spending the winter on

the island. He was deaf to all persuasion, and so stores had been landed for his use, and the ship returned to New Zealand. He was an Irishman, fifty-one years of age, and had spent over twenty years in the navy. He had been to the Arctic ocean on the paddle frigate *Valorous*—a relief vessel. He was a very quaint character and seemed thoroughly to enjoy life on this wind-swept island. His hut of two rooms was warm and cosy; each room had a stove, the coal for which he had to carry from the depot—a distance of 4 miles. He had plenty of ordinary ship's stores, and, for fresh meat he used the hearts and tongues of the sea-elephants. The next day we went up to the northern anchorage, about 5 miles from Nugget Point. This is the best landing-place round the coast. We were soon on shore on a narrow strip of land which joins the mainland to a flat square-topped hill, beyond which a reef of rocks extends for some distance north. Here we obtained some skeletons of the sea-elephant which we brought on board. The following day, May 30, we were to continue our voyage at 8 A. M. I had suggested to MacKibben on the previous night that he should return to civilization with us—a proposal he replied to as follows:

“‘Why should I? I’m happy enough here, and have all I want. I’m glad to have seen you, but I don’t want to leave the island.’ As we steamed away we dipped our flag to the old man, who waved farewell to us from the beach.

“The history of Macquarie Island and of its former occupation by sealing gangs is given at some length in a book called ‘Murihiku,’ by M’Nab, formerly Minister of Lands in New Zealand. The Maori name signifies the last joint of the tail, and is applied to the extreme southern part of the South Island, New Zealand. The first ‘sealing fleet’ to Macquarie consisted of six vessels. The first vessel sailed from Sydney Sept. 19, 1810; this vessel was followed by a second on October 3, and so on. Returning to Sydney in the following year, these vessels brought skins and oil in abundance; one vessel landed a cargo of not less than 35,000 skins. The masters of these vessels brought back reports of terrible weather met with off the coasts of Macquarie and Campbell islands. It was no easy matter to keep the shore gangs supplied with food and other necessities. A tale of storm and sea near this island is related about the brig *Concord* sent from Sydney with supplies for the sealing gangs on the Macquarie.” (‘Murihiku,’ p. 180.)